

REDCLIFFE AERO CLUB

AIRCHAT

No. 23

Spring 2020



**OVER 50 YEARS OF PROFESSIONAL AVIATION TRAINING
CHARTER AND QUALITY AIRCRAFT HIRE**

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Front Cover: Inbound from Beachmere (Andrew Michell)

Rear Cover: Coastline north of Gladstone

From the club president

Since my last Airchat report, the Club has gone through, along with everyone, probably some of the toughest and most uncertain days of our lives. Some of you may have been COVID-19 tested which may have caused some anxiety and I think a lot of members experienced withdrawal symptoms from not being able to aviate. All in all the Club has done very well in dealing with this pandemic as we slowly navigate our way out of COVID.

We returned to dual training in mid-May after careful consideration was taken by the Directors, CEO Stephen and HoO Mal, to ensure the wellbeing of all instructors, staff and members. As we move forward as a Club in maintaining everyone's health, we have put measures in place to help safeguard everyone. These procedures will remain in place for some time, if not for years, as we hopefully recover from COVID-19.

From the social scene at the Club we stopped conducting BBQ's and flyaways in March. With the resumption of dual training and rules around COVID restrictions slowly being relaxed we decided to kick off the flyaways again in July. The first flyaway was to YBCG (Gold Coast) on Sunday July 5th. We had ten aircraft fly on that day with everyone having lunch at the North Kirra Surf Lifesavers Club.

The very popular Stanthorpe overnight flyaway was held on the 15th and 16th August. Unfortunately, the weather conditions caused everyone to drive this year. Despite that everyone enjoyed the wine tasting from various vineyards in the Ballandean area.

More flyaways are being planned and will be advertised via the Club's Facebook page. We are also looking closely at the reintroduction of the first Friday monthly BBQ's. We have a little more



to prepare to get this over the line, but we hope to start in October. Stay tuned.

We recently said goodbye to the Club's Secretary, Mark Roberts Thomson. Mark was Secretary for almost 8 years and a Club Director for 10 years. Mark's contribution to the Club as Secretary has been enormous and we all appreciate his efforts over the years with the arduous job of taking the minutes of all Club meetings. Mark also set up the Club with, and was responsible for, the liquor licence and maintaining that licence at all Club functions over the years. We all wish Mark well and thank him for his service to the Club and look forward to having a beer with him and Janette at one of the Club's forthcoming functions.

So in concluding I would like to thank all of the Executive Team, CEO, HoO, Instructors and members in helping the Club get through the past few months. Without your help and patience, the Club would not be in the position it is today.

Safe Landings.

Mike Cahill

Club President 2020



CEO update

Dear Members

In my last report back in April I noted that we had ceased dual training due to social distancing requirements associated with the COVID-19 pandemic. Thankfully, we were given approval by Queensland Health to resume dual training in mid-May. Our members responded immediately, and dual training recommenced the day after the announcement, to everyone's delight.

The seven-week hiatus did impact our bottom line during this period. However, the charter side of the business was quite strong, with both our C310s busy during the last two months of the financial year. This, together with Federal and State Government assistance, meant we posted a modest net profit for the year. Note that at the time of writing the result is yet to be audited. The audit will be complete by the end of September and the Annual General Meeting is planned for November, with a final date to be confirmed.

By now you would have also received an email notifying you of a recent Board decision to make modest rate increases for some of the aircraft we offer for dual training and private hire. These rates have remained unchanged for over four

years but increases in operating costs have necessitated the rate increase.

At the same meeting, the Board resolved to refurbish RAQ. We bought this aircraft new in 2005 and it has since given us over 9,000 hours of service. With the cost of a new C172S G1000 being more than \$600,000, it was decided that a substantial refurbishment was more appropriate than replacement. RAQ is due for an engine overhaul later this year and it was decided to repaint it, replace some of the interior plastics and install a Garmin G3X glass avionics suite at the same time. On completion, we will have a very presentable and capable C172S.

As always, I encourage you all to visit and make use of your Club's facilities, aircraft and simulators. We look forward to providing you with the highest quality dual training and access to one of the newest and well maintained training fleets available in general aviation.

I look forward to seeing you around the Club.

Safe flying.

Stephen White

CEO

Chief pilot report



Greetings Aviators, or may I suggest RACateers (pronounced "Rack-a-tears") as a collective noun for RAC members, along the lines of the Harley Davidson Owners Group being known as HOGs. I hope you are all coping with the current world situation in the best way you can. I find getting in an aeroplane and rising above the earth tends to let me leave the problems of the ground on the ground, a truly marvellous feeling.

In this issue of AirChat I would like to draw your attention to a much misunderstood document - the Maintenance Release (MR). Every airworthy aircraft must have one and every pilot in command (PIC) must be familiar with it.

So what information is shown and what does it mean? The MR has three parts to it and the PIC needs to inspect all three parts as part of their daily inspection routine. A thorough MR inspection should be done before leaving the office for your daily inspection as there may be something on the MR that makes the aircraft unsuitable for your intended flight.

Part one shows the aircraft type and registration, as well as the validity period of the MR. You must make sure that this date and total time in service (TTIS) has not passed. You will also see the type of operation the aircraft is approved for (private/aerial work etc. as well as VFR day, VFR night or IFR) and your intended flight must fit into one or more of these categories. It also shows any scheduled maintenance that is due during the period of validity. Scheduled maintenance must be done by either date or TTIS, so these must not have passed without a clearing endorsement being entered in part one of the MR. Scheduled maintenance is often written in jargon and your staff at RAC will be happy to assist you interpret it.

Part two of the MR is where pilots get most confused, and I would point you to [Civil Aviation Advisory Publication 43-01 v2.0](#) for assistance here. Part two is used to record defects and enter endorsements for maintenance requirements that are required to be carried out. Any defects that a pilot finds must be endorsed here and this is where a good deal of

confusion occurs. Pilots worry about unintended consequences, such as being responsible for aircraft being grounded unnecessarily or whether they should write up a defect, because it's only minor or are not sure what to write. So they may pretend they did not find the defect. Defects can be endorsed on the MR and, provided that the defect is not major or the defective item not required for the intended flight, the MR is still considered to be in force. Your instructors are ready to help with defect endorsements.

That brings us to part three that shows us the progressive TTIS that helps you to check the validity of the MR and also whether the daily inspection has been carried out.

The first pilot of each day must date and sign the MR as part of their daily inspection, for without a pilot signature the daily inspection has not been done or is incomplete and the aircraft is not airworthy. We do occasionally see MRs of aircraft that have been flown with no date and signature for that day. That means that the pilot who has not signed the MR is flying contrary to Civil Aviation Regulations and, as PIC, if they are discovered by the Civil Aviation Safety Authority, they will cop the fine. Before signing the MR, and as part of your inspection of the MR, check that the progressive TTIS is up to date. The MR is not valid if this is not up to date. Progressive TTIS is sometimes difficult to calculate as the aircraft tachometer may have been replaced at some time and some correction may need to be applied. Ask an instructor for assistance if you are unsure.

So always include the MR in your daily inspection. If you find a defect let the staff know so that corrective action can be arranged if required.

Enjoy your aviating.

Mal McAdam

Head of Operations / Chief Pilot

Editorial

Welcome to the Spring edition of AirChat. Another glorious Queensland winter is drawing to a close and it was certainly one that none of us will forget in a hurry. With state border closures and severe restrictions on our movements within the state there was limited opportunity to get out into the wild blue yonder and make the most of the weather that we're blessed with during winter in this part of Australia. These are still uncertain times but at least some sort of normality has returned as of early September when I'm writing this. Let's hope it doesn't revert to the more challenging times we faced earlier in the year. While we were not able to do much flying in the first part of winter the restrictions did ease over time and many of us have been able to continue our training with the assistance of the Club instructors while others have travelled within the state as part of a Club outing or independently.

In this edition we have some great stories of people getting out and exploring this vast country of ours. Bryan Galvin describes his perfect winter's day - a blue sky flight from Redcliffe to the Gold Coast for lunch as part of the Club's July flyaway. COVID meant we had to reschedule the Club's annual Stanthorpe pilgrimage from June to August and the weather gods weren't so kind as a result. We had to drive to the Granite Belt by car to avoid wild westerlies, driving rain and thunderstorms. Despite the fact we didn't do any flying that weekend (or maybe because we didn't, given the weather) we had a great time.

Ron Ennis recently bought a vintage Chipmunk and had the engine reconditioned prior to flying it home to Redcliffe from the Hunter Valley. He writes about his experience.

Alan and Suzanne Carlisle had intended to circumnavigate Australia this year but thanks to COVID they circumnavigated Queensland instead. They provide tips about the places they visited and Alan vents his frustration with getting in and out of various aerodromes (once they landed).



Luc George recently told me about an amazing trip he went on last year, travelling by sea plane from Darwin along the Kimberley coast to Broome in WA. One of his companions on the trip was Mark Fitzgerald, a die hard aviator from Sydney, who has kindly contributed a fantastic article about the trip.

Mrs "Harry" Bonney, an inspirational vintage aviator, stunned Brisbane society in the 1920s and 30s, and inspired a generation, by not only learning to fly, but also by flying solo around Australia, and later becoming the first woman to fly solo from Brisbane to London. She was also the first person (male or female) to fly from Australia to South Africa. Her amazing feats were largely forgotten for decades but you can read her amazing story here.

Bob Tait in his regular column reminds us that sometimes you have to fly slowly to fly faster while we highlight some important changes to controlled airspace around our "backyard" to help you avoid embarrassing infringements.

And you can read about a trip I made to Gympie for breakfast earlier in the year while Mike Cahill writes some Mumbo about the Jumbo.

Thanks to everyone who contributed and remember, dear Reader, that we want to read YOUR stories too. Please email your contributions about your aviation adventures and experiences to:
airchateditor@redcliffeaeroclub.com.au

or just write them down on a piece of paper and hand it to Dee at reception.

Philip Arthur

Glossary

Following requests from some readers who are not so familiar with aviation jargon here's a glossary for some of the terminology we use:

AGL – Above Ground Level

ARO – Aerodrome Reporting Officer

ASQA – Australian Skills Quality Authority)

ATC – Air Traffic Control

ATPL – Airline Transport Pilot Licence

CASA – Civil Aviation Safety Authority

CPL – Commercial Pilot Licence

CTAF – Common Traffic Advisory Frequency

CTR – Control Zone

DME – Distance Measuring Equipment

FIR – Flight Information Region

FBO – Fixed Base Operator

GNSS – Global Navigation Satellite System (commonly referred to as GPS)

IFR – Instrument Flight Rules

IMC – Instrument Meteorological Conditions (no visible horizon eg in cloud or smoke haze)

ISA – International Standard Atmosphere (15°C and 1013.2hPa at sea level)

kt – knots, nautical miles per hour

LAME – Licensed Aircraft Maintenance Engineer

MEAIR – Multi Engine Aeroplane Instrument Rating

NVFR – Night Visual Flight Rules (Rating)

POH – Pilot's Operating Handbook

PPL – Private Pilot Licence

RNAV – Area navigation

RPL – Restricted Pilot Licence

RPT – Regular Public Transport (normal scheduled flights)

RTO – Registered Training Organisation

RWY – Runway

TAF - Terminal Area Forecast

VFR – Visual Flight Rules

VMC - Visual Meteorological Conditions

VSL – VET Student Loans

Upcoming events

Our club flyaways are always fun and a great way to meet like minded aviation lovers.

While the risk of contracting COVID-19 made group flyaways impossible for a few months they have recommenced and we will be offering them as much as we can over the coming months, while observing the restrictions that apply at the time.

On Sunday 13th September we're off to Biggenden for lunch at the Commercial Hotel, a 15 minute walk from the airfield. The runway is 900m long with a grass surface. Wheels up 10:00am, with return to Redcliffe around 3:00pm.

A weekend at St George is planned in October. Departing from Redcliffe on Saturday 10th October around 8:30am, we'll head direct to St George airport. Riversands Winery will collect us in a small bus for a vineyard tour, wine tasting and lunch at their winery. After lunch there'll be a cotton farm tour before we're dropped back at the Riverlands Motel for the evening. We'll have dinner either at the River's Restaurant at the motel, or the Cobb & Co Hotel up the street. After breakfast in town on the Sunday, we'll be wheels up mid-morning for return to Redcliffe.

Keep yourself informed as to what else is happening and tell us where you'd like to go by joining the RAC Flyaways Facebook group. Click on the link below:

<https://www.facebook.com/67groups/678739008989427>

Meanwhile, our monthly happy hour and barbecues at the Club are on hold until the coronavirus is well and truly contained. Expect them again on the first Friday of the month once the all clear has been given.



Instructor intro - Jake Hunter

We welcomed Jake Hunter to the Club as a Grade 2 flight instructor in July 2020. Jake began his aviation journey in 2012, as a student at Griffith University (GU), where he studied for his Bachelor of Aviation and Graduate Diploma in Flight Management. During his time at GU he achieved two academic awards of excellence. After completing his CPL and MEAIR at Archerfield airport in 2014, he was lucky enough to be selected for the flight instructor course at the Airline Academy of Australia (AAA), where he then started working as a Grade 3 flight instructor. During his time at AAA he also gained his Design Feature Training Endorsement.

Following the closure of AAA Jake started a position as a courseware developer and ground school trainer at an RTO based in Archerfield. There he was able to gain valuable insight into the legislative and operational background of RTOs and ASQA. At the same time, he was also working as a volunteer flight instructor for both the Australian Airforce Cadets at Amberley and the Darling Downs Aero Club.

In early 2017 he accepted a position as a Grade 3 flight instructor in Darwin, where he was exposed to the dreaded 'wet season' of the Northern Territory. He also successfully achieved his Grade 2 Instructor Rating while in Darwin.

He next accepted a role as a survey pilot where he was promoted to the Brisbane Senior Base Pilot within 6 months. This role involved flying a Cessna 206, conducting LIDAR survey at 1800ft AGL all over Queensland and New South Wales. During this time he completed his Multi-Crew Cooperation training and passed all his ATPL(A) exams.

In mid-2018 Jake was offered a role with another



survey company flying a Piper Aztec. He was at that organization for just under two years and in that time he was promoted to the role of Safety Manager and operated in all states and territories except for Tasmania. Jake also had the opportunity to conduct hypoxia awareness training, as a majority of the flying was conducted at 14,000ft.

Jake has worked as a casual simulator instructor since 2017 and has conducted contract work for Griffith University as a sessional assignment assessor. Jake recently gained his Night VFR flight instructor rating and is excited to have the opportunity to pass on his experience to students at Redcliffe Aero Club.

Recent achievers

Congratulations to all our students who recently completed a milestone in their training at RAC. The whole Club wishes you all well for your future endeavours in aviation.

Michael



First Solo

Bethany Irvine
Craig Letham
Johan Van Andel

Craig



Restricted Pilot Licence

Matthew Gwyer
Alexander Palmer



Harrison

Private Pilot Licence

Timothy Evans
Michael Gillott

Matthew



Commercial Pilot Licence

Declan O'Donnell
Harrison Potts

Alexander



Declan

Multi Engine Aircraft Class Rating

Gerardo Angarita



Bethany



Johan

Gerardo





Mount Lindesay in the Scenic Rim

Private Pilot Theory Lectures

by Bob Tait

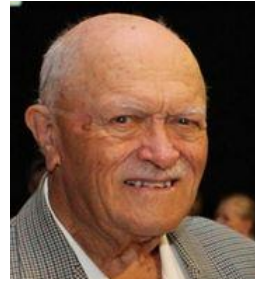


Private Pilot Theory Lectures for the beginner with no previous experience!

Full details at www.bobtait.com.au

Curly's corner

A life member of the Club with a long and illustrious career in the RAAF and Air Traffic Control, Phil (Curly) Ware is always keen to share his knowledge and experience to demystify ATC for the rest of us. In the last edition of AirChat, Phil explained how he started his training at the ATC Melbourne Training College in 1968 and his subsequent move to the Brisbane Tower and how he loved that first job - an "office with a view". The dream job was short lived however. In this second episode he tells of starting Enroute Training at Brisbane Centre in February 1970.



The roster change was out. P. Ware was now a qualified Tower controller and was to commence training at Sector 3 in Brisbane Centre. In the early 70's to gain an ATC licence you required both Tower and Centre qualifications (whereas nowadays you only do one or the other). The airspace division is different today from back when I commenced work in the Centre. These days there are only two centres, Melbourne and Brisbane, who together control one 11th of the earth's surface, stretching from Antarctica up to the Indonesian and New Zealand FIRs, but in those days we had Sydney centre to the south and Townsville centre to the north. The control room was divided up into areas. "Approach" looked after the controlled airspace 0 to 30 nm out from Brisbane airport while "Arrivals" was responsible for the northern airspace from 30 to 90 nm out. Further out were the "outer sectors". Sector 3 was one of these. It was west to Taroom, and to the north as far as half way between Rocky and Mackay, and also covered the ocean. Rocky Tower operated the airspace below Flight Level 240 out to 70 miles radius of Rocky.

Sector 1 was actually arrivals from the south and stretched from 30 miles south of Brisbane to 90 miles out. Gold Coast Tower owned 30 miles west and south, up to six thousand feet. Sector 2 stretched from 90 miles south to a line joining Coffs and Armidale and out west to the edge of Sector 4. Sector 4 covered the Amberley restricted airspace and further west. While the Amberley restricted areas were active Sector 4 was operated by RAAF ATCs, who had to be subject to civil checks and ratings. Until 1999 they were based at Brisbane Centre rather than Amberley. When the RAAF finished duty the airspace reverted to civil ATC control, as it does today.

So I reported for duty at Brisbane Centre, that was known as "Video Village" or the "Gloom Room" (compared to the Tower) where the first job was to train to be a flight data officer. "Flight datas" were the poor sods who had to write flight progress strips for every flight off every flight plan that affected any of the controllers in the room.

So the flight datas, of which there were four on duty, would work like "drovers dogs", going flat out writing strips as the printer rattled away mercilessly all day, spewing out reams of paper, each flight plan taking up about 6 cm of paper on the roll. Any mistakes were greeted with howls of anguish by the controller who had been handed "this pile of ..." and had to be fixed immediately. Any more than a few mistakes and before long the check control staff would be looking over your shoulder to see if you were competent or not. The flight data was the hardest working person in the room.

Fortunately I was only a flight data for three months, as the next intake arrived from the college and when they started their flight data training we were pushed up to Sector 3 training. That lasted two months, during which you sat with a training officer the whole time. In addition, a check controller sat beside you for a "mid term check" and for two days for the final check. During these checks, in addition to doing the job, one usually had a severe dose of "Checkitis", which is what happens to your performance when you are working under pressure, and have a check controller sitting behind you writing things down as fast as you are working. After the shift, it was out to the "checkies" office for the "rubber hosing" where any shortcomings were brought to your attention. You read the report after the debriefing, signed it and could make any comments.



Brisbane Centre

The training officer's job was particularly onerous, and while you were plugged in to him for your two months of training his manipulative skills deteriorated. Also, if the trainee made a mistake, particularly a bad one, then he took his training officer down with him. There were a couple of key rules. All flights in controlled airspace had to be positively separated and no flight could leave your airspace without correct handover to the next sector's controller. Somehow I reached my final check that involved two days of checking, grilling and questions, all while working. The idea was to deflect any questioning while you needed to concentrate, and focus only on the job. This was partly to see if things going on around you would cause you to be distracted from your primary duty, which was "ensuring the safe, orderly and expeditious flow of air traffic".

While day 1 of the check passed uneventfully, day 2 was a slightly different story. The situation was the potential for conflict between an RAAF Canberra tracking from Amberley north east to Lady Elliott Island, and a TAA Boeing 727 flying from Brisbane to Townsville. The Canberra was climbing to Flight Level 110 and the 727 was climbing to Flight Level 310 as they entered my airspace. Their flight paths crossed about 15 miles east of Kilcoy. The published "Lateral Separation Point" between these two routes was 28 DME Brisbane for the B727 and the Amberley Control Zone boundary for the Canberra. To ensure separation I issued a requirement for the B727 to maintain

10,000 ft and the Canberra to reach FL110 by the Amberley Control Zone Boundary, and as soon as they were identified on radar (we weren't allowed to assume that they would be identified) I was planning to relax the requirements and use radar as required to vector one or both to allow the B727 an unrestricted climb to FL310.

My plan worked fine but the check controller jumped in and chastised me for "holding the Boeing down unnecessarily" and said I should have given the requirement the other way around, instructing the aircraft that was climbing to the higher level to reach a level above the one going to the lower level. The check was stopped and I explained my reasoning. I told him that because the outside air temperature was so high, being the middle of summer, in my opinion the Boeing could not meet the climb rate requirement, and so I'd specified my original requirement, with the intention of modifying it once they appeared on radar. After having thought about this he issued me with my first Enroute Air Traffic control rating. I'd passed the test and was away! On my next shift I was operating solo with no checkie or trainer sitting behind me. That was a bit like one's first solo in a C172.

At that stage, I was pretty "green", having never experienced thunderstorms and weather diversions with the associated conflicts. That was yet to come.

More to follow in the next edition...

Brisbane Tower



Gold Coast flyaway

by Bryan Galvin

The Club's July flying event was a Sunday flight to the Gold Coast for lunch and then return to Redcliffe. It was a beautiful Queensland winter's day when ten aircraft took off and headed to the Gold Coast, with most planes transiting across Brisbane Airport at low level. It was a great opportunity to see the new runway. Most of the aircraft obtained permission to fly through the normally busy corridor on the way down. My co-pilot Michael actually worked on the new runway project so was keen to see it up close from the air and took some of the great photos in this article. From there it was a leisurely run down over the various islands and then coastal until Gold Coast tower took us into YBCG.

The weather was beautiful, with great visibility so it was an enjoyable flight. The entry into Gold Coast was straight forward and, with a lack of RPT traffic, we were directed in without delays. For me, landing on such a big runway and following the lights down the approach slope was great fun. Even more satisfying was that I didn't flare too high!





From the airport it was a short walk to the surf club for lunch overlooking the beach. We had a table looking out over the water and with bright winter sun and gentle breeze, it was a most enjoyable time. Most pilots decided to take the direct route back to Redcliffe. Michael and I in VH-ROC decided to fly the scenic route up the beach and along the east coast of the islands. As it turned out ATC wouldn't let the other aircraft fly direct after all and most pilots returned to Redcliffe along the corridor to the west.

With such good weather our flight up the beach and islands was very pleasant. We were hoping to see some whales off Moreton Island but that didn't eventuate. Looking for whales was soon forgotten as we approached YRED and followed all the other aircraft in for a smooth landing and the conclusion of a great day.



Attitudes

by Bob Tait

IF YOU WANT TO HURRY UP YOU MUST SLOW DOWN!



Grey fingers of stratus cloud now cover the hill tops. The horizon, which just a few moments ago was visible against patches of brighter sky, is blurred in a swirling mist. The Cessna 210 slips along just beneath the ragged cloud base about 800 ft above the ground. For the last three hours the flight has progressed without incident at a relatively comfortable cruising level of 4500 ft and now, with just 20 miles to go, the worsening weather has forced a steady descent.

But this is the pilot's home town - he grew up in this country and he recognises every road, creek and farm as it slips beneath his wing. To the left is the highway. He descends a further 100 ft and breathes a sigh of relief as the glistening ribbon of bitumen emerges from the edge of his narrowing circle of visibility. If he follows the road through the valley he'll be out on the coast in a few minutes.

Since he was forced to leave the higher cruising level, his preoccupation with the worsening weather has taken his mind off the routine duties of flying. He has not noticed that the long power-on descent has converted that height into excess airspeed. All of his concentration is now focussed on the road - he

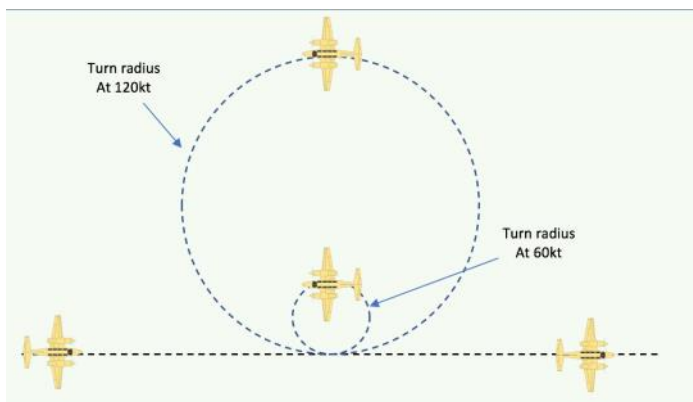
must not let it out of sight!

One hundred and seventy knots indicated and the road suddenly veers to the right - the aeroplane is going much too fast to follow - lost it!!

Alone in the valley beneath the lowering cloud base he has no choice but to attempt to turn back. But the diameter of a turn at this speed is much greater than the present circle of visibility. He starts a turn which swings him under the murky cloud base into the rising terrain now shrouded in drizzle... oblivion.

TURNING PERFORMANCE AND AIRSPEED

One area of flying training that deserves special emphasis is the relationship between airspeed and turning performance. So often we concentrate on learning and practising turns at 2000 to 3000 ft and we feel justifiably proud that no height was gained or lost and the balance ball remained firmly in the centre throughout. I agree that is a buzz! But do we spend enough time down low investigating the turning performance of our aircraft? If I asked you to tell me how much room you would need to make a 180° level turn could you tell me? Is it 200 metres? Is it 500 metres? Have you ever tried to estimate it?



THE RADIUS OF TURN VARIES WITH THE SQUARE OF THE AIRSPEED!

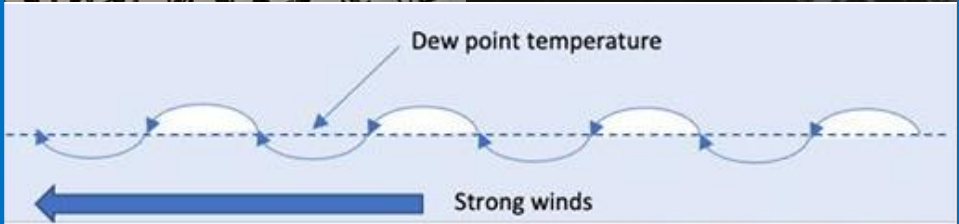
This statement sounds like boring theory until you try it at 200 ft with your instructor in the low flying area. Pick a line feature and fly along it at normal cruise speed. At a given point commence a turn with a fixed angle of bank (say 45°). Note carefully the features on the ground that mark your flight path during the turn. Repeat the experiment at a much lower speed but the same angle of bank. You will be amazed at the result. If you carry out a turn at the same bank but half the speed, you will turn in one quarter of the radius. Not only will you complete the turn in one quarter of the distance, but it will take you half the time! When it comes to turning performance - *if you want to hurry up - you must slow down!*

Check with your instructor for the configuration best suited to your particular aircraft. The classic steep turn that is taught in training is usually carried out at about 3000 ft with between 45° and 60° of bank. While this may be an interesting flight test item to check a student's command of aircraft attitude, it has very little practical value. If the aim of the exercise is to turn the aircraft around in a small radius and in less time, why not slow down and use less bank to achieve a better result?

Note: Theoretical maximum turning performance can be achieved with the wing at the stalling angle and maximum power applied, however it would take a courageous instructor to teach that technique as a practical means of turning a general aviation aircraft at low level!!

Gravity Waves

If you looked up over Brisbane on the morning of Saturday 22nd August you would have seen an impressive meteorological phenomenon. According to Bob Tait, they were gravity waves, generated when strong winds set up an undulating motion in the middle levels of the atmosphere. As the waves cool to dew point temperature cloud forms in the crests of the waves. Even though the wind is strong, these clouds remain almost stationary. They're similar to mountain waves except there's no mountain present.





Diploma dispatch

by Lauree Skene-Gordon



The Club continues to provide exceptional academic support for our diploma students throughout their aviation education journey, however challenging that may be as we all navigate our way through the COVID-19 epidemic. Our current cohort of students has experienced some challenges with their current training with government restrictions providing them with a variety of instructional restrictions including from educational development, CASA directives, social distancing and other health restrictions.



We pride ourselves on providing unmatched support and guidance to students to accelerate their learning progression and journey. Our flight instructors, trainers, assessors and support staff assist students to not only meet the Australian Qualification Framework (AQF) standards and CASA industry standards but to exceed them.

The first half of 2020 saw several 2019 Diploma students successfully complete their qualifications and graduate. Harrison Potts, Declan O'Donnell, William Read, Eugene McMahon and Jack Sangster all successfully completed the AVI50215 Diploma of Aviation (Commercial Pilot Licence – Aeroplane), and successfully gained their CASA Commercial Pilot Licence.

Clockwise from below:

Eugene McMahon, Declan O'Donnell, William Read, Jack Sangster, Harrison Potts.



Our second cohort of AVI50219 Diploma of Aviation (Commercial Pilot Licence - Aeroplane) qualification students commenced in April 2020. These included Elliot Carey, Jacob Ingle, Bernadette Wallace and Jeffrey Huff. These students join our previous AVI50219 Diploma of Aviation (Commercial Pilot Licence - Aeroplane) students Mark Lane, Jake Whinn, Ji Zhang, and Ashley Grimshaw.



L to R: Bernadette Wallace, Ji Zhang, Jacob Ingle, Mark Lane, Ashley Grimshaw, Elliot Carey, Jake Whinn, Jeffrey Huff

Together, and with the support of our flight instructors, trainers and assessors, the group of eight students are helping each other to make their aviation dreams a reality. The COVID-19 pandemic has altered their training schedules and made some training more challenging than is ideal, however they continue to show us how resilient they are and remain focussed on the end result: completing their qualifications and becoming exceptional commercial pilots by the end of their training.

With many restrictions being lifted in Queensland they are happy to be back in the sky where they belong. We will continue supporting them with their aviation journey with us throughout 2020 and 2021.

The sky's the limit!

We're always excited to celebrate our graduating diploma students' successes and we share their excitement when they gain employment in the aviation industry. After graduating in 2019 with a Graduate, AVI50215 Diploma of Aviation (Commercial Pilot Licence - Aeroplane), Mark Hansen continued with his CASA Syllabus Instrument Rating training and, after gaining some experience, joined the Club as a staff member in May 2020 as our newest charter pilot. Mark now spends his time flying our Cessna 310's.



Jack Sangster, 2020 graduate, AVI50215 Diploma of Aviation (Commercial Pilot Licence – Aeroplane), is currently working for the Australian Agricultural Company at Dalgonally Station which is about 70km north of Julia Creek. Jack has mainly been flying a Cessna 172 but occasionally flying a Cessna 182. Jack just recently obtained his low-level rating, allowing him to muster and do bore runs. Jack does a lot of passenger and freight flights and paddock checks. So far, Jack has flown as far west as Tennant Creek, north as Atherton and south as Emerald and Windorah.

Are you a past student or Club member? Where has your aviation journey taken you?

Please share your story by contacting us at info@redcliffeaeroclub.com.au

Joy flights are a hit

Recently our Club was visited by a group from Stapell Working Dog, a boutique disability service provider based in the north of Brisbane. Stapell provide a holistic person-centred approach to support clients, working closely with them to design a plan of services to reduce the everyday challenges experienced as a result of disability.

Stapell's philosophy of support is to empower people with a disability to live the life of their choice and assist them to dream big and feel like they're in control, whether it be with support in the home to read the mail and match a new outfit, or navigate the local community to get to work independently and find the nearest pub, or to step outside their comfort zone.

Our instructors took three of Stapell's clients, who are all clinically blind, for a flight around the local area. Each one of them sat in the left hand seat, like any other student, and were able to take the controls and feel what it is like to pilot a Cessna 172, while under the supervision of an instructor. All agreed it was a most exhilarating experience.



TAVAS MUSEUM

Hangar 106, Caboolture Airfield, Caboolture QLD



Only a 40 minute drive north of Brisbane and just off the Bruce Highway - take exit 152 and head towards Brnie Island. Take the first left, Airprome rd.



The only museum in Australia that concentrates solely on the first 30 years of powered flight - and houses the only collection of flying WWI type aircraft in this country.

See a full-size replica of the first aircraft to achieve powered, controlled flight - 2 years before the Wright brothers did.

Get up close to a 100% accurate reproduction of the first ever true fighter aircraft of all time - it is one of only two in the world. This one painted in the colours of the one to shoot down the last Australian to die at Gallipoli.

See two flying aircraft that represent ones flown by interesting Australian Aces of WWI.

One of the flying WWI aircraft in the collection is literally powered by a 100-year-old engine.

Of all the aircraft in the museum, one can't be found anywhere else in the world, three of them can't be seen anywhere else in the Southern Hemisphere and another two aircraft are the only ones of their type in the country.

The front wall of the museum is dedicated to all of the Australians who became aces during WWI. This is the most complete and accurate list ever and gives a good account of each of these amazing individuals.

There is also a kids corner with interactive elements to keep them having fun, whilst you continue to look around the aircraft and displays and learn more about this little known, but fascinating period of aviation history.

LOCATION

TAVAS is a new and unique museum experience, just a 40 minute drive north of Brisbane and just off the Bruce Highway. After visiting TAVAS, you can drive further north to Caloundra and see the impressive Queensland Aviation Musuem.

Prices: Adults \$15
Concession \$12
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OPENING TIMES

Thursday - Sunday:
10:00am - 3:00pm

Web: www.tavas.com.au

Email: info@tavas.com.au

Phone: (07) 5495 7069

AIRCRAFT ON DISPLAY

- 1901 No.21 Condor
- 1909 Demoiselle
- 1910 Henri Farman III
- 1911 Johnson Monoplane
- 1915 Fokker E.III Eindecker
- 1917 Sopwith Camel
- 1917 Fokker Dr.I Triplane
- 1917 RAF SE5a
- 1917 Bristol F2B
- 1917 Nieuport 24
- 1917 Fokker D.VII
- 1918 Fokker D.VIII
- 1933 Flying Flea

My new 'chippie'

by Ron Ennis

In October 2019 I purchased a Chipmunk with callsign VH-AKB from Philip Turner, who lives in Vietnam and had owned the aircraft for around six years. AKB was manufactured in 1950, issued to the RAF, and later sold to Australia in 1958, thereafter being operated by both the Royal Newcastle Aero Club and the Royal Victorian Aero Club. In those days Tiger Moths were being phased out of club training and Chipmunks were very affordable.

Unfortunately AKB's engine had been found to be making metal at its annual inspection in September 2019 and Philip decided to sell the aircraft as is. The inspection showed that the crankshaft had picked up bearing material from number 2 and 3 main bearings.

Following a journey in October to Luskintyre near Maitland in NSW, where the aircraft was based, I retrieved the engine and Warwick (Woc) Woinarski of Gipsy Aero Overhaul fame at Redcliffe completely overhauled it to zero time. Woc's expertise at overhauling Gipsy aircraft engines is second to none. During the engine rebuild, both the crankshaft and camshaft were found to be cracked, and were replaced, together with the con rods, which were also damaged.

With the engine fully rebuilt by early March, a road trip from Redcliffe to Luskintyre was undertaken with the fresh engine in tow. As is often the case, the engine was accompanied by six helpers, all aviation tragics.

Joining me on the trip were Woc, Barry Newsham (who recently retired from a life flying around the world as a corporate pilot and who was chief pilot in the 70's for Norm Thurecht, Redcliffe aerodrome founder), Steve Hibberd (Steve was instrumental in building the Club certified IFR simulator in the early 80's, and is currently rebuilding a 1942

Taylorcraft L2), Ian Silvester (aircraft builder and owner of C210 ELS which is on the Club line), and Dan Casey (master MG restorer and frequent visitor to the aerodrome and all around top bloke).

Warwick, who is a licensed aircraft engineer, completed the engine installation in three days, with support of the road trip helpers. The airframe annual inspection was completed by the great guys and gals at Matt Webber's organisation at Luskintyre Aircraft Restorations.

The hospitality given by everyone at Luskintyre made the adventure a most enjoyable experience, including the local publican at the establishment where everyone billeted.

After a couple of test flights, Warwick and I undertook the return journey of 5 hours back to Redcliffe on Thursday 12th March, with only one refuelling stop at Coffs Harbour (this Chippie has 12 gallon tanks). The engine performed flawlessly and, despite bad weather approaching Brisbane, AKB arrived at Redcliffe several hours ahead of the rest of the guys on the road trip who were returning in their vehicles. Celebratory ales were then consumed by all.

AKB is now housed in close company to my Tiger UXD, and Woc's Tiger BJE. I'm hoping to put the Chippie on the Club line to help members to obtain tail wheel endorsements and experience the crisp handling qualities of what has often been called 'the poor man's spitfire'. Enquire at the Club if you're interested.





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17sep09

Circumnavigating Queensland

Our 2020 getaway

by Alan and Suzanne Carlisle

This year's plans to circumnavigate Australia were placed in the bin as all states closed their borders. So, what to do? When the Queensland government announced that they would open their borders and allow unrestricted travel (except to some indigenous settlements) as of the 11th July 2020 we prepared our RV14A and ourselves for a Queensland getaway and departed on 11th July.

Flying west we saw huge lines of vehicles towing caravans and trailers out of Brisbane. Our first stop was Roma and our first encounter with what would be a common occurrence throughout the journey. Councils running airports that have no idea what aviation is and how much it contributes to the general economy of the town. Roma has a great airport with all services except the gate code. Next to the gate is a sign that says if you ring up for the gate code out of business hours it will cost your over \$190. What madness! Luckily the ARO was working and supplied the gate code. He assured us that no one has ever paid the \$190 for the after-hours gate code, it's just an administrative charge that someone dreamed up. Apparently, although the Maranoa Regional Council has had an epiphany and now realises it needs to attract GA (under 1500kg) aircraft by not charging landing fees, it still doesn't publicise the gate code to allow access back to your aircraft .

We stayed at the Roma Explorer Motel, who provided free shuttle bus pick up to the motel and into town and back. Although it's approximately 1.5 kilometres from the town centre, it is right next to the town's major tourist attraction - the Big Rig. Nice town to visit if you

can get back to your aircraft without any hassles.

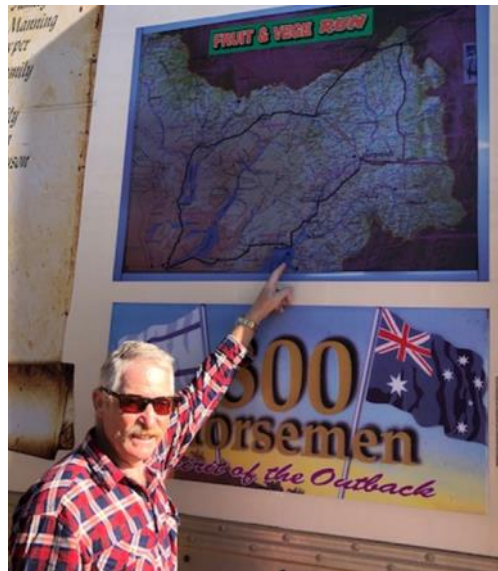
The next day was a quick leg to Charleville. It's one of the nicest outback stops in Queensland. It starts with those famous refuellers who supply you with big smiles and friendly faces. They have food ready to go and will also supply you with a small vehicle free of charge to use while in town - they only ask that you top up your fuel tanks beforehand. We wouldn't have driven even 5 kilometres so handed over a cash donation towards the rego and running costs. The Cosmos Centre is a wonderful experience, providing a night viewing of the stars through huge telescopes guided by some very experienced astronomers. Here's a tip - ask when Saturn will be visible and book that session. Next morning, we did the Secret WW2 tour. We needed the refuellers' car as it's a tag along. Really quite interesting and it's all along the boundary fence of the aerodrome.

Midday the next day off we flew to Windorah. We wanted to suss out Windorah as it's going to be the base for our next trip to the Birdsville Races (whenever they're allowed to happen again). Here's the tip about the Birdsville Races - you can only camp there. All accommodation is booked out for the race weekend by emergency services and racing officials. We are getting a bit soft and don't really like to resort to roughing it in small tents. With an RV aircraft it's just under one hour to Birdsville so my suggestion is you base yourself at Windorah, stay in an airconditioned cabin and fly out to Birdsville in the morning, attend the races and then fly back to Windorah for some relative comforts.

We loved Windorah. It takes five minutes to walk through the town, but it's got that outback character. We stayed at the pub. Ian picked us up from the airport and then gave us his car to use whilst we were in town. Not that there is much to do with the car, but the offer was there and appreciated. The next morning a semi-trailer loaded with fruit and vegetables arrived in town and opened the back door for the locals to buy their green groceries. It drops by once per month apparently. That's what I call door to door service.

The pub has beautiful brand new cabins and there is other accommodation available and they will all do pickups from the airport. The Windorah museum/library is a must - it's really good. The aerodrome - well what can you say? It's a great terminal building (open, not locked) with clean toilets, a cold drink vending machine, free tea and coffee for travellers and a fridge/freezer stocked with pies, sausage rolls etc and a free microwave oven, all on the honesty system. Now, how accommodating is that? Great job Windorah!

The Border Patrol were out and about. We were stopped twice by police when we landed



Pointing out the monthly fruit and veg run

at airports near the New South Wales border. They asked for identification and our address and where we had been for the preceding two weeks. There were no Mexicans going to get past Queensland's borders.

Next day we were off to Birdsville. What can you say about such an iconic destination? Park outside the pub, go for a walk around town and then into the pub for the rest of the day. Refuelling at Birdsville (for \$3.50/litre) was a surprise. It's the first time I've encountered the technology that requires you to have an App on your phone if you want to refuel with Avgas. The instructions were on the wall and they didn't help much. I eventually had to ring the phone number of the service provider and get some help to make it all work. The procedure, coupled with the fact that Optus only had 3G at Birdsville, meant that downloading anything was a bit of a task. Thirty minutes later the browser was working. I wish the ERSA had pre-warned me and I would have downloaded the App at home.

Feeling right at home in Windorah

Birdsville had a NOTAM out stating that all GA aircraft were to park outside the main terminal and they were to be removed by 0800hrs each morning. I rang the ARO to ask what it all meant. I told him that I'd parked outside the pub and this was obviously contrary to the NOTAM and that I didn't want to cause any trouble. The ARO explained that the overhead lights in the GA parking area were not working at the moment and that the shire felt that pilots would appreciate parking outside the terminal where the lights were working so that they could see their aircraft. However, they had to be moved by 0800hrs so the RPT aircraft could park in their disembarking spot outside the terminal. The ARO then said "However, if you're not afraid of the dark, you can park your aircraft in the normal GA spot outside the pub." True story.

The next morning saw us heading northwards to Bedourie for lunch. It's about a 10 to 15 minute stroll into town. I wasn't aware that they have artesian public pools in town so I'd left my bathers back in the plane, which was safely locked away because even I couldn't get back into the aerodrome. You guessed it - no bloody gate code! We went to the one and only pub for a counter lunch which was all quite nice.



Clockwise from top: Our prime parking spot; Sunrise at Birdsville; Hotel ruins; Hot springs - do you agree rather than waste this water, the Birdsville tourist people should build some nice artesian pools that they could charge weary travellers to bathe in?

We then had to drop into the visitor centre to seek out the gate code for the aerodrome. They eventually found someone who knew the numbers - 48291. Back at the aerodrome the numbers wouldn't work the public access gate, but with a little detective work we discovered the numbers worked on the vehicle gate. I certainly recommend Bedourie for a lunch stop and a quick dip in the pools.



Boulia

Back in the plane another short leg took us to Boulia, where we stayed the night. The motel will do pickups, although it's only a short walk from the aerodrome to the motel. This was the only aerodrome where we were charged a call out fee to get Avgas into our tanks. The council employee has to come out (5 minutes) and turn the bowser on and thus the call out fee. It's as if the local shire doesn't realise that they make money on the fuel they sell and their shire makes an income from tourists, yet they continue to discourage flyers from stopping at their town. Small town, small minds? But please don't let the thought of a \$25 call out fee deter you. It was a great place to stop overnight and you really must visit the dinosaur museum if it's open. The dinosaur skeleton they have there is very impressive.

Next stop was Mount Isa. It's an interesting town and I must mention the last time we visited Mount Isa we thought it was a horrible aerodrome with arrogant "bully boy" officials. This time we met a very friendly ARO and it was a pleasant change. They still have the most over the top security arrangements for GA though. The further you get from the big cities, the further they push the boundaries of stupidity in terms of security. Don't get me wrong, I support safe and secure airports.

It's just that Mount Isa is way over the top. They won't give you the gate code and they insist on high vis vests or you are not welcome. To my knowledge it is one of only three airports in Australia that has a high vis vest policy for GA - all of them miles away in distance from capital cities and miles away from reality to what happens in the rest of Australia. Not really GA friendly. I'd recommend you go to Cloncurry for fuel and bypass Mount Isa.

But is Cloncurry any better? Well as it turns out, no, not really. Another aerodrome with no gate codes. You have to ring up a number and ask for the code which is given sight unseen. There is no access to public toilets unless the RPT (which comes most infrequently) is there. It's OK for us blokes but for the ladies it is no laughing matter. The shire has no idea about GA. The motel would not do pickups, and told us to call the taxi. We called the taxi and had to wait nearly an hour. Just before the hour was up, we rang the motel and told them we had called a taxi and had been waiting nearly an hour and that we were cancelling our booking and flying out of town. Surprise, surprise the motel offered to come and pick us up just as the taxi drove into the airport. We visited the RFDS museum and the mining museum. Both were excellent.

Onwards to Adels Grove. We had been there twice before. It's an oasis in the middle of the desert. We chilled out for a few days at a location that understands what GA travellers need. We intended to fly out to Sweers Island for lunch one day, however the threat of COVID meant that Sweers was closed to all visitors except locals. If you go to Adel's a visit to Sweers Island should be a consideration. So instead of Sweers we chose to fly to Camooweal for lunch. A short flight to discover that Mount Isa Shire doesn't give a stuff about security here. Once again, no gate code, but who cares? There was no gate! The pub was closed due to COVID and the fact that no customers were allowed to travel into Queensland across the NT border. The local petrol station provided our hamburger for lunch. I can see no real need to fly back to Camooweal again.

The next leg of our journey saw us fly up to Normanton. It's another outback town that doesn't give a stuff about GA aircraft with no gate code. There was a telephone number to get the code 160108#. But you know what? The first trick is to get out of airside. The gates are all electronic magnetic locks, and you have to know where the lock release is to get out. Well I looked everywhere and was finally rescued by REX staff who were

Adel's Grove Lookout



Lawn Hill Gorge near Adels Grove

probably having a giggle at the fool locked in airside trying to get out. There is a square piece of metal welded onto the gate post at stomach level, and if you bend down you can see a button at the end of the tube. No signs telling it was the exit button. Locals know where it is but visitors haven't a chance. Come on council you can do better! We learnt a bit about government waste and COVID-19 while we were there. An RPT landed. No one got out and no one got in. It sat on the ground for a while and then took off. We were told that the government is funding the service to continue even when it has no passengers due to COVID. The refueller is mad because they don't need to take on fuel due to no loads being carried, albeit that the government is paying for the fuel. REX refuses to refuel at Normanton. Derek the refueller was great and he also runs the airport shuttle service into town for \$20. Before leaving Brisbane, we had booked on the Gulflander train that leaves on Wednesday morning for Croydon. It's a real joy to undertake the four-hour train journey. Thoroughly recommended. Just don't think you can just turn up and book a ticket - this one has to be planned well in advance. We stayed at the pub and boy, do the pubs at Normanton have some character.



Norman River at Karumba

The next morning, it was a very short eight minute leg to Karumba on the gulf. Karumba is another aerodrome without a gate code or telephone number to get a gate code. The taxi driver gave us the gate code, however. It seems everyone in town without a plane knows the gate code to help out the visiting GA pilots. Pity the shire council isn't as helpful. At this point I noticed that every aerodrome I landed at that didn't have a gate code written next to the gate, somehow had a gate code written on it before I left. I'm not sure who the graffiti vandal was, but I sure congratulate them for some common sense. Every pilot should follow suit, writing the number somewhere where it can be seen easily.

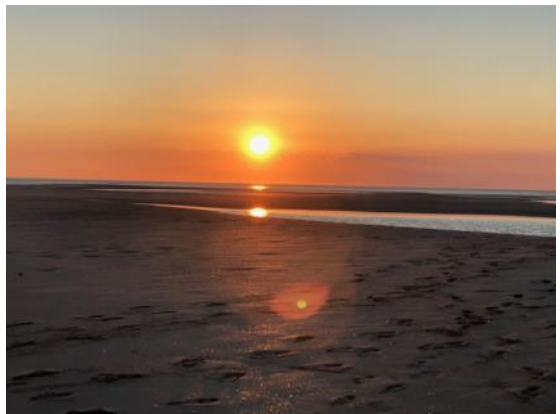
Karumba has to be the busiest airport for bird traffic I have ever encountered. Bloody kites everywhere. It was the third time I'd visited Karumba and the bird traffic has always been the same - take care. We stayed in the town but I would recommend you stay at the Point when you visit. It's much nicer and has more conveniences and is walking distance to the aerodrome.

The crab and croc tours are great, as are the sunset cruises. The new Barra centre is interesting too.

We then headed east and the next stop was Cooktown. What a beautiful tropical airport! The approach was tricky, as Cooktown is a windy place and the wind, coupled with heat and lots of trees and hills on the approach, makes for a very busy landing.

Guess what? That's right - no gate code. A phone call to the ARO quickly got us the gate code sight unseen. But that doesn't matter anyway as the boundary fences are only chest high and can easily be jumped. I give up, no gate code for security but you can easily jump the fence! Refuelling for Avgas is a bit tricky too. The Visa payment machine is approximately 100 metres away from the Avgas bowser and there is no signage. You just have to play look and see. Lovely historical town with plenty of accommodation and eateries. The Thai restaurant was truly excellent.

Karumba Sunset



Next morning, we were off to Cairns International Airport. One advantage of the coronavirus is that big city airports aren't that busy. The arrival and departure from Cairns has to be one of the most scenic experiences you will have flying around Australia. ATC were excellent and most helpful. On arrival at the parking bay the safety car arrived and the ARO handed over a sheet of paper with the gate code and the door code for the GA terminal building

(next to the GA parking area) and his phone number should we need any assistance. How great is that? We spent a few days kicking back at Port Douglas. For those who have not been to Cairns before, don't plan to land between 1000hrs and 1400hrs local or you will be charged a \$342 surcharge for the privilege. We suggest you don't stay in Cairns itself. The nicer spots with real beaches (Cairns itself only has mudflats) are north or south of Cairns. We like Palm Cove and Port Douglas.

Departure south from Cairns, oh what a site! Coastal southbound at 1000 feet. Great sight - so much we didn't know about our coast line up



Burn-off south of Cooktown

north. With life jackets on we overflow some islands and reef and then tracked coastal southbound to Townsville. Coming in from the north at 1000 feet to make a right base onto RWY 19, boy is it hard to see the runway until you're about one kilometre out. Yes, you could see all the airport infrastructure, but the runway remains hidden until you are really close, something different. Parking spaces for GA aircraft are at a premium, so make sure you ring up before landing to ensure a parking spot. We took a taxi to the Magnetic Island ferry terminal and a quick trip over to the Island. It was our first time to Maggie and it was most enjoyable.

Port Douglas



Daintree Rainforest area south of Cooktown



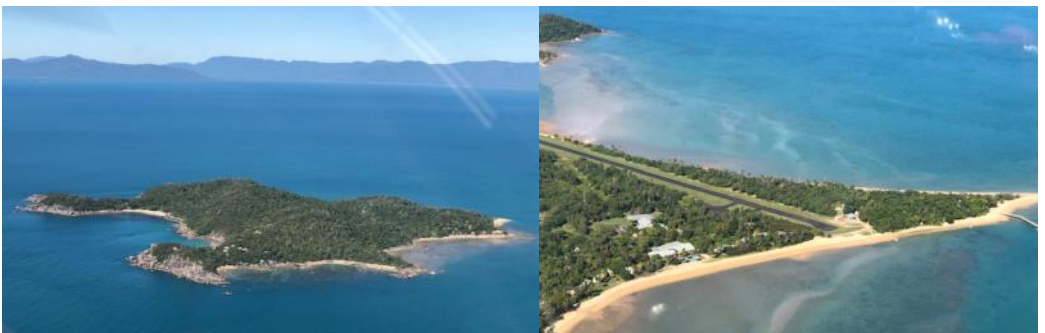
After a few days of kicking back we were back in the saddle, departing south to Gladstone for a visit to Heron Island. We'd purchased our overnight stay online and had paid nearly \$600 for one night. While walking around Gladstone we noticed that the Helloworld travel agent was advertising two nights' stay with transfers and meals for \$430. When we queried the Heron Island staff they stated they never discount online, but the local travel agent has discounts all the time. A tip for all of you. We departed Gladstone and went for a scenic flight on departure. There are three danger zones (D722, D726 and D724) in and around Gladstone. They are all to do with extreme heat plume discharges from industrial sites. Two have huge chimneys and the third is the Curtis Island LNG facility. We flew over the LNG facility at 1500 feet and noted the rows of refrigeration equipment. Natural gas turns into liquid at negative 160 degrees Celsius. The refrigeration equipment is busy keeping the LNG in liquid form; hence the refrigeration equipment is blowing HUGE amounts of hot air skywards. At 1500 feet we got a rollicking - definitely not recommended for ultralights and light sports aircraft.

Next stop was home.

If you have any questions about the trip or would like any more tips or advice call us: 0403 323 973.



Clockwise from top: Port Douglas sunset, Whitsunday Islands, Dunk Island resort and airstrip, Bedarra Island



Stanthorpe driveaway

by Philip Arthur

The best laid plans...or so it goes. The Club's annual pilgrimage to Stanthorpe was supposed to be a flyaway and occur in June but what with COVID and all it was rescheduled to

August. And not just any week in August but Ekka week. And we all know what that means don't we? Westerlies. And so it was, but the weather was not confined to westerlies of 30-40 knots at 6000ft (ideal mountain wave initiators). A cold front passing over SE Queensland on the Friday night/Saturday morning made the flight even less tempting. As a result the dozen brave souls who made the trek by road had driving rain to deal with as we crossed through Cunningham's Gap and headed for Warwick. The saying "I'd rather be down here wishing I was up there rather than up there wishing I was down here" was never more apt. We reached Stanthorpe about 10am and were met by Bryan and Lyn, who are now resident on the Granite Belt, at the motel. The bus, that was originally supposed to pick us up from the airport, arrived and we all piled in and headed off south to Ballandean for some wine tasting. As we drove south the clouds cleared and the worst of the weather was behind us.

Of course, the COVID curse had struck in another way. The ordinary weekend that Bryan had selected for our trip was now a special one-off long weekend so the Granite Belt was packed out with Brisbanites who had escaped to the country for a few days. Therefore, when we reached our first



winery, Balancing Rock, we were asked to go for a short walk around the vineyard while the crowd thinned out a bit. On our return we were hosted on the patio (in the comfort of those westerlies) with a variety of wines from an enthusiastic young lady who waxed lyrical but still couldn't convince us that any of the wines were really worth taking home with us.

Next stop was Girraween Estate, where the winemaker Steve entertained us with a running commentary on the various wines he produces by hand. The sparkling was quite quaffable as were some of the others and as a result of the quality and his good salesmanship quite a few bottles were stowed in the bus as we departed.

By this time we were feeling a bit peckish so we headed for St Judes Cellar Door and Bistro, where some soup and pasta left us feeling ready to tackle a couple more wineries. Just around the corner was Symphony Hill wines where we sat amongst the wine vats and compared notes before heading over to Granite Ridge where we had what seemed like a wider range of wines and some chocolate to help it go down. All these wineries and many more are all within a couple of kilometres of downtown Ballandean, so easy to get to.



It was getting on and the sun was heading for the horizon so we were driven the 20 minutes or so back to Stanthorpe where we checked into our rooms. A quick walk down to Stanthorpe central allowed Sigi and me to work up an appetite for the gala dinner at the Aussie Beef Steakhouse. The roaring open fire warmed the cockles of our hearts as we swapped aviation yarns over dinner and a few after dinner drinks.

The sun rose to a chilly but blue sky day. Bryan allowed us to sleep in until about 8, we checked out and the bus arrived to take us to a hearty breakfast and a much needed coffee at Jam Works just outside of town. Then it was back down to Ballandean to a chocolatier before heading north again past Stanthorpe to the Truffle Discovery Centre where we learned all about how difficult it is to grow truffles. They're grown from spores that cling to the roots of the oak or hazelnut trees which then need to grow for at least 6 or 7 years before any truffles can be harvested. The success rate is fairly low so, given the time required and the low probability of achieving a harvest, it was easy to understand why the things cost so much. The owners train dogs to sniff out the truffles that can be anything from walnut size to as big as a large fist. We tasted a variety of truffle infused products and then headed to our last stop of the morning, the Stanthorpe Cheese Factory, where we were treated to a variety of different cheeses to try.

The bus took us back to the motel where we loaded our purchases into our respective vehicles. Some headed straight home while the rest of us regrouped in Warwick for a light lunch.

Although we weren't able to fly to Stanthorpe this year we still had a great time. However all agreed it should not be held in August next year. Thanks to Bryan Galvin for organizing it and herding us around without losing anyone.



Who was Lores Bonney?

by Philip Arthur



If you've been walking or cycling alongside the Brisbane River in recent months you may have noticed a new cycle path/walkway between Brett's Wharf and Breakfast Creek. It's been called the Lores Bonney Riverwalk in honour of Mrs. Maude Lores Bonney, to "acknowledge the significant impact she had upon the nation's aviation industry, in an era that was typically dominated by her male counterparts". So, who was Mrs "Harry" Bonney as she was commonly known at the time?

Recently I was browsing through the library at the aero club and found a book by Terry Gwynn-Jones, a former RAF and RAAF pilot, about this woman who, in the early 20th century, broke with convention, deciding she didn't want to settle for life as a housewife in the Brisbane suburbs but would learn to fly and then fly not just around Australia but around the world. This article summarises that excellent book about an amazing aviatrix.

Born in South Africa in 1897, Lores Rubens moved with her family to England and then to Melbourne at a young age. Always a bit of a rebel, she didn't excel at school and, as was the trend for well-to-do families in pre WWI times, at the end of her schooling in Melbourne she was sent to Europe to attend a finishing school. In her case it was to Germany, and the aim was to refine her into a "young Victorian lady" who could marry a well off professional or businessman. Having successfully graduated from the school, Lores left Germany weeks before the start of the first world war, and returned to Australia where she appeared to be "a graceful young product of sophisticated Europe". However, lurking under the surface was a girl who would challenge the traditional role of women, decades before the women's liberation movement was founded.

The finishing school seemed to do the trick however, and by 1917 she was married to Harry Bonney, a successful and wealthy Brisbane leather goods manufacturer, and moved to Brisbane. They built a house in Bowen Hills overlooking the Breakfast Creek

and the Hamilton Reach. She soon became a member of the Brisbane 'silvertail' society, enjoying the highlife and the booming times of the Roaring Twenties. However, she tired of her seemingly perfect situation and looked around for something to satisfy the challenging, inquisitive spirit that had been suppressed during her first years of married life.

The opportunity came in 1928 when she met her husband's cousin, Bert Hinkler, who had recently completed his first solo flight from England to Australia, and a round Australia tour. Lores was fascinated by Hinkler and his stories of aeroplanes and how he believed that they were the answer to Australia's vast size and isolation from the rest of the world. The next day Hinkler took her for a flight in his Avro Avian biplane from Eagle Farm to Yerongpilly, where she located the home of a friend from the air and promptly delivered a bunch of flowers by throwing them out of the plane. Hinkler praised her navigation skills and that sowed the seed for her passion for flying.



Mrs Bonney on her first flight with Bert Hinkler

The opportunity to learn to fly came two years later. Her husband was a fanatical golfer, so while he was off playing golf, she covertly started to learn to fly. She had her first flying lesson on 6th August 1930 and went solo on 22nd November, obtaining her private licence in August 1931. Her husband encouraged her hobby and soon bought her a de Havilland DH60 Moth and she turned her focus to cross country navigation. By December she was ready for her first long distance flight. It would be to Wangaratta, 1600 km away, to visit her father. She was determined to get there in one day even if the Moth only cruised at 70 knots. Taking off from Archerfield at 4:30am on Boxing Day she headed for Coffs Harbour for fuel then on to Mascot Airport in Sydney, landing with 15 minutes of fuel in her tanks. Tackling a headwind and increased turbulence in the late afternoon she headed for Wangaratta, arriving just before last light, after fourteen and a half hours in the air. Her father almost became the victim of a prop strike as he ran towards the still rotating propeller in the excitement of seeing her.

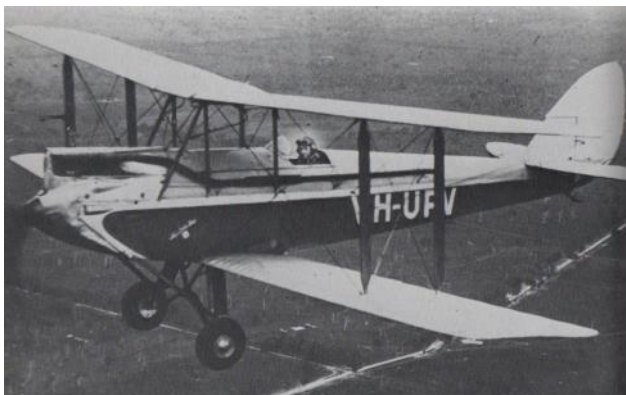
Lores' next goal was to be the first woman to circumnavigate Australia by air. She completed her

commercial theory exams in February 1932 and obtained her commercial licence later that year. On August 15th, with only 221 hours total flying time, she took off on the 13,000 kilometre flight around Australia. The journey took 43 days with 95 hours' flying time. During that flight she had a few incidents to deal with, including a hole the size of a ten cent piece in one of the pistons, that resulted in a forced landing ten minutes out of Parafield, and a mid-air collision with another aircraft that was being used to take photographs of her. There was no serious damage though and she continued unperturbed.

Discussing the circumnavigation with Charles Kingsford Smith



Having flown around Australia, her next goal was to fly to England. This was a major undertaking in her Moth. Having mastered the art of flying and navigation, the greatest challenge would be maintaining the aircraft during the long flight with her limited mechanical knowledge and very few ground engineers along her planned route. Her solution was to obtain approval from the Chief Engineer of Qantas to



Aerial shot over Victoria just before the mid-air collision

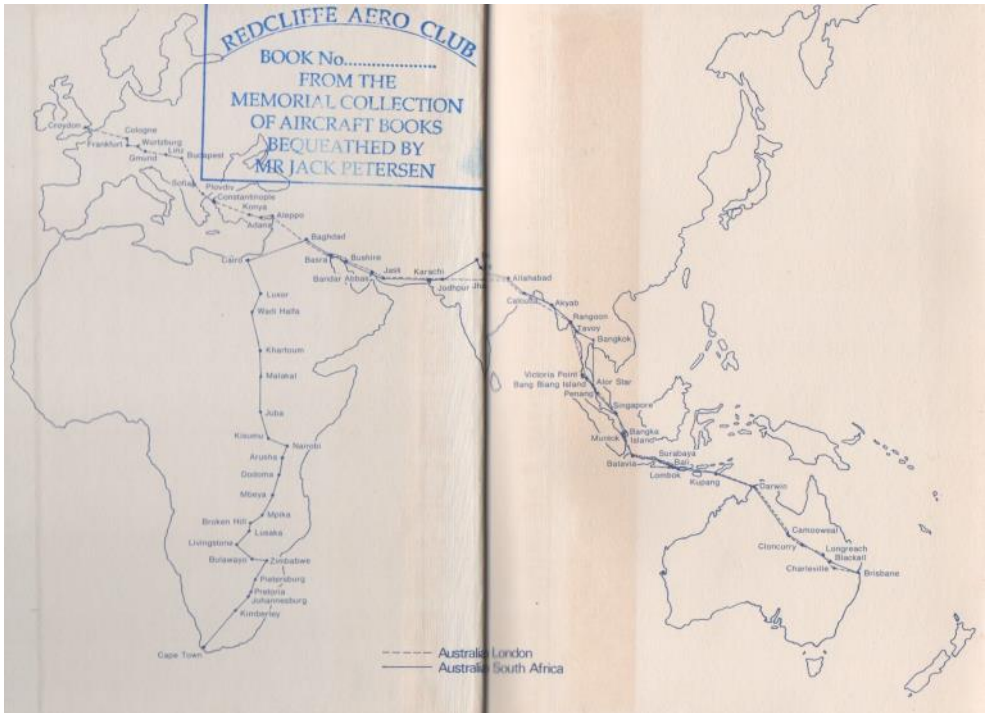
allow her to carry out a planned major overhaul of the aircraft before her departure, under the supervision of his engineers and tradesmen. The novelty of having a woman in their midst soon wore off when they realised how committed she was to learn as much as she could from all of them.

She also completed a course in instrument flying. To hold a constant altitude, she had to monitor the altimeter and a 'vertical aspect indicator'. The latter was a glass tube and bubble contraption like a spirit level. A turn indicator and balance ball warned if the aircraft was skidding or the wings weren't level and was used to assist in making turns. There was an aircraft compass for maintaining a heading. They were pretty primitive instruments but were only intended for use in an emergency or if she had to briefly fly through cloud at some stage, which was likely in Europe or South East Asia.

After completing instruction on night flying out of Archerfield and lengthy discussions of the expected hazards with Bert Hinkler and Charles Kingsford Smith amongst others, by late January 1933 she was prepared for her adventure. Although she'd tried to raise money from financial backers, she had little success and her husband came to her rescue again, bankrolling the trip. Extra fuel tanks were added to increase the Moth's fuel capacity from 80 litres to 330 litres,

providing a range of 1300 kilometres. The plane's upper and lower surfaces were painted a brilliant orange to assist aerial searchers in finding the plane if she were to crash enroute. The wooden propellers of the day were very fragile with thin, tapered blades. Even a bird strike could result in complete destruction of the blade. With this in mind she attached a spare propeller to the side of the fuselage. Although it increased the drag she reasoned that was a small price to pay for the added insurance it provided. Many a long distance aviator in the day had become stranded for months due to a damaged propeller.

On April 10th 1933 Lores departed Archerfield, with first stop at Charleville where she stayed overnight at the famous (and still operating) Coronas Hotel. From there, over ten weeks she travelled via Indonesia, Burma, India, and the middle east to Europe. It was certainly an event-filled trip that included being forced down due to a storm, landing on an island beach off the Malay coast. That emergency landing resulted in extensive damage that necessitated a barge trip to India for a major rebuild. Continuing on over India she had difficulty navigating over featureless country and one day landed in a remote village, where a somewhat surprised English scholar asked her "what sex are you?"



In Karachi she found dealing with the petty officialdom and mountains of forms much more taxing than flying. Crossing through Iraq she dealt with head winds and sandstorms. The rough, featureless desert and jagged mountain ranges seemed endless. There were no aviation maps in 1933. She only had a Royal Automobile Club motor touring map that was not a helpful guide.

There were no reliable weather forecasts either. She had a close call with death while on the leg from Turkey to Bulgaria when she flew into a storm over the mountains. She circled between storms for five hours with nowhere to go. All around her were "black walls of rain, hail and turbulence-filled cumulonimbus". Far below were cloud covered mountains. She started flying in IMC and then her turn and balance indicator stopped working! Emerging from the cloud she found herself heading directly for the side of a mountain. Turning away, she knew she had to follow the mountainside down. Emerging below the cloud she saw a railway line and followed it to the first town where she landed in a paddock,

feeling lucky to be alive. As she continued through Europe the weather continued to provide challenges.

She suffered food poisoning from a ham sandwich in Budapest, that necessitated an emergency landing a few hundred metres inside the Czech border, much to the annoyance of the local immigration officials. She also had to pay five pounds compensation to a large, furious woman whose oat crop had been damaged in an aborted take-off attempt. Finally, after further weather delays and a huge storm over Calais, she landed in Croydon, south of London, where she was met by an airport official who was busy writing details of the flight in his notebook. "Where from?" he asked, without looking up. "Australia". The reply caught him by surprise.

She originally intended to buy a new aircraft in London for the return journey to Australia; a 200km/h high wing monoplane de Havilland Puss Moth. However, she aborted the attempt to fly back and instead sailed home, with her DH60 Moth in the ship's hold.

While the London media had treated her like an aviation celebrity, calling her “Australia’s own Amy” (Johnson) it appears the Australian media were largely apathetic to her achievement. Within a matter of months the flight became a distant memory. There was no formal recognition of her flight and it seemed that Brisbane, and in particular Brisbane women, were completely in denial about her achievement.

Thousands of people had met Amy Johnson on her arrival in Brisbane but only a handful of friends greeted Mrs Bonney on her arrival. The National Council of Women suggested that if she’d flown in the other direction, instead of finishing in England and coming home by boat, things would have been different. She was however, awarded an MBE by King George V in June 1934 in recognition of the “pluck, perseverance and skill of a pioneer Australian airwoman”.

More flights followed, including an air race from Brisbane to Adelaide. She didn’t win that one, the honours being taken by a little-known pilot named Reginald Ansett. She was also involved in the search for the Stinson that crashed near O’Reilly’s in the Scenic Rim. A month following the Stinson crash she announced her next adventure: she would be the first pilot, man or woman, to fly from Australia to South Africa.

On 9th April 1937, four years after her departure for England, she took off for Cape Town. This time she was in her latest acquisition, a German built Klemm KI 32, a low-wing monoplane with fixed, tailskid undercarriage. Once again, the Qantas chief engineer had arranged for her to help them prepare the aircraft. After leaving Darwin she encountered bad weather over Bali and was forced onto instruments. Fortunately, she had installed a new Sperry Artificial Horizon for the flight. It was a vast improvement over the old turn indicator, providing an accurate



Arrival at Croydon, England

representation of the aircraft’s attitude.

This time there was no forced landing in South East Asia and she was soon over India where she flew at 200 metres altitude to avoid head winds and turbulence and searing heat. Pushing through a sandstorm she saw a white dome that seemed to be floating in space. It was the Taj Mahal.

Arriving in Basra she was entertained by a group of RAF pilots stationed in the town. A detailed mechanical check offered by two young RAF mechanics showed that four of the six wire strands of her rudder cable had broken. The other two were also starting to fray. A few more hours in the air and she would have lost rudder control. The mechanics also found that a bolt in the undercarriage system had sheared. It could have collapsed in a heavy landing. Her luck was still with her.

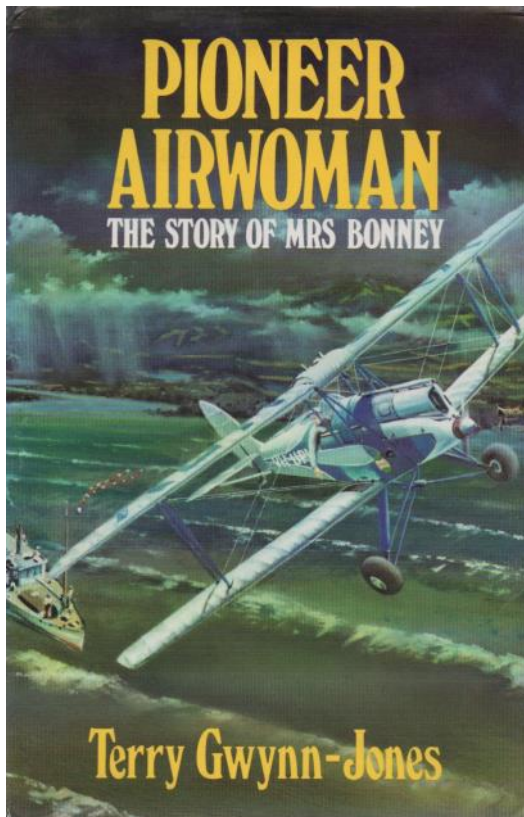
After a week's break in Cairo Mrs Bonney followed the Nile southwards to Sudan. On approach to Malakal she was surprised by a sudden downdraft that made the Klemm stall onto the ground followed by a ground loop. As a result, she had to barge the damaged aircraft back down the Nile to Khartoum for repairs. Heading south again she had a brush with death as she flew through mountainous country to Nairobi. Emerging from clouds she was about 30 seconds away from flying straight into a mountain. On landing she discovered her altimeter was reading incorrectly by about 2500ft!

Heading for South Africa she visited Victoria Falls and the legendary mystery city of Zimbabwe. Finally, on 18th August she landed in Cape Town, after having flown 29,000 kilometres in 211 flying hours.

Her dreams of further intercontinental flights were dashed when in early 1939 her Klemm was destroyed in a hangar fire at Archerfield Airport. The second world war intervened and, despite attempts to be involved, she discovered that there was no place for female aviators in the war effort. The post war period was not much different and at 50 years of age, with failing eyesight and only a handful of flying hours during the war years, Mrs Bonney decided it was too late to start again. In 1949 she handed in her pilot's licence and slipped into obscurity.

Following the publication of an article on her flying career in the Brisbane Sunday Mail in 1973 she emerged from self imposed exile and started to attend aviation functions, catching up with many long lost friends in the process. In 1977 the production of a documentary on her exploits by ABC TV called "Somehow we almost forgot Mrs Bonney" gave her some real recognition at last.

Mrs Bonney died in 1994 at her home on the Gold Coast. It is hard to believe how anyone could have



carried out such exploits almost unaided in those times. It is even harder to believe that Mrs Bonney wasn't feted by the public at the time for her achievements. Was it that it was too hard to believe? Was it so counter to the public image of what an Australian woman was meant to be? Was it an embarrassment to powerful movers and shakers of the time that a lone woman would brave the elements and technological limitations she faced to travel around the world through the unknown? I guess we'll never know. In any case it is gratifying that at least she now has a Brisbane landmark named after her.

I recommend Terry Gwynn-Jones' book to anyone who would like to read a good aviation adventure story. As is so often the case, reality can be stranger and more interesting than fiction.

Doing vintage aviation in style

From Darwin to Broome in a Grumman Mallard

by Mark Fitzgerald

Mark Fitzgerald is a Sydney-based self-proclaimed aviation tragic with a love of old aeroplanes and his wife Anna is a reluctant light aircraft passenger who much prefers flying in planes with jet engines and a business class section. Mark learned to fly in the early 1980's at the South Coast Aero Club in Wollongong and continues to fly as a hobby, mainly out of Camden. In 2002, along with two friends, he bought VH-MCC, the original Australian showroom model of the de Havilland Chipmunk. It was the first Chipmunk to arrive in Australia (in 1947) as a company demonstrator and was the first Chipmunk to enter aero club service in Australia (with Newcastle Aero Club). They spent 8 years restoring it and ten years flying it before it recently passed to a new owner. Mark is now flying the usual collection of flying school aircraft but still holds hopes of getting back into flying vintage aircraft.



Unless you are Donald Trump it is not often you get to say that a holiday was “the best trip ever”. That was however our reaction after we acted as guinea-pigs last year for a Vintage Flying Boat tour of the Kimberley. My intrepid wife Anna and I signed up for a five-day all-inclusive tour from Darwin to Broome in a 1947 Grumman Mallard. Travelling along with us were five other guests, the two pilots and our cruise director (who also happened to manage the aircraft fleet for the tour operator). The premise of the trip was that if these seven paying passengers had a good enough time the trip would become a regular fixture.

Despite being the same age as our Chipmunk, the Mallard was infinitely more comfortable and much to Anna's delight, carried a lot more

luggage than the Chippy could ever manage. An added benefit was that, unlike the Chipmunk, you did not have to sit on your luggage. The aircraft had been upgraded to what is known as a G-73T Mallard, which meant that it had two turboprop engines, plenty of power and consistently saw 185 to 200 knots groundspeed on the GPS.

The itinerary for each day of the trip was fairly consistent. We had breakfast in a stunning location, flew for about an hour each day, taking in the sights of the Kimberley from the air, landed in another stunning location, took in more sights of the Kimberley from the ground, watched the sun set over a glass of wine and then retired for a sumptuous dinner in a beautiful setting. This was clearly very hard to take!

The group members assembled in Darwin on Day 1, prior to the official departure the following morning. The only scheduled activity for the day was a sunset cruise on a 50ft ocean-going luxury catamaran. The die was about to be cast for an expectation that every sunset in the Top End comes with champagne, wine, beer and canapes. Anna ignored Mark's comments about Gilligan's Island (the boat trip was scheduled to last three hours) and enjoyed her champagne instead.

As the sails were hoisted on the catamaran, we settled in to meet our travelling companions.

As expected, we discovered that most of the guests on the trip were aviation enthusiasts. Bill and Lyndal were both long-time pilots and seaplane enthusiasts. Bill builds planes as a hobby and was just putting the finishing touches on his latest project. Cameron and Jenny however were relatively new to aviation, with Cameron currently training for his licence and Jenny not having been up in a light plane before. Luc was a man of action who splits his time between Europe and the North Coast of NSW. We could never quite pin down exactly what Luc did for a living but he seemed to combine resort development with playing rugby union and training for his CPL. Luc's large frame and fitness came in very handy when we had to manhandle the Mallard on the water.

Day 2 was where the serious action would begin. We were driven out to the hangar at Darwin airport to meet our transport for the



next four days, VH-PPT. After the passenger and luggage weighing duties were completed (Anna took full advantage when they said there were no luggage restrictions on this trip) we boarded our flying boat bound for Berkeley River Lodge. Dan and Taiki, our flight crew, busied themselves getting the aircraft ready while Jenna, our tour director, got us comfortably settled in and briefed. The departure from Darwin would be the last time we would use the wheels on the plane until we got to Broome. From here on in it would be all water landings and take-offs.

After an hour of cruising along the coast at 6,500 feet we descended for a water landing on the Berkeley River. It was here that everyone's love affair with the Grumman would begin. A water landing in a proper flying boat is something to behold. The sense of occasion, combined with the strength and stability of the plane meant that we felt excited and safe all at the same time. With the first landing out of the way the focus soon turned to our first water disembarkation.



Like many first time events, not everything went quite to plan. The resort sent the wrong boat out to meet the plane, meaning that we would need a Plan B to get off the plane. Dan, who spent a fair bit of time operating seaplanes in the Whitsundays, decided that the best solution was to reverse the plane up to the beach (a doddle when you have reversible props). With the Mallard duly positioned just off the sand and with Luc acting as anchor on the rear of the plane, we all climbed down and waded our way to shore. When they said that this holiday would be an adventure, they really meant it!

Berkeley River Lodge is the most remote mainland luxury lodge in Australia. It overlooks a beautiful beach and the mouth of the Berkeley River. The late morning and early afternoon were spent on a river cruise taking in the spectacular river gorges and waterfalls. There was also plenty of wildlife thrown in, with the crocodile count getting to eight, including one on the riverbank eating a freshly caught Barramundi. A leisurely lunch on the cruise was followed by drinks and a swim in the resort pool. As the sun began its

spectacular descent into nightfall our group gathered on top of a rise for.....you guessed it, champagne, wine, beer and canapes! A three-course gourmet dinner completed an excellent Day 2.

After a hearty breakfast in the dining room looking down over the Kimberley coast, we boarded our four-wheel drive safari bus for the short trek down to the beach to meet the Mallard. With the correct boat now available we easily made our way on board without getting our feet wet. Once on board the seating etiquette that would apply for the rest of the trip was explained to us. The tour group size on these trips is restricted so that everybody gets a window seat. To add to the experience everybody swaps rows each day so that we get to see the scenery from a different perspective on each flight. The lucky person who gets the front left passenger seat each day is also wired into the cockpit intercom so that they can hear a professional flight crew in action and learn a bit about the subtleties of operating an aeroplane on the water.

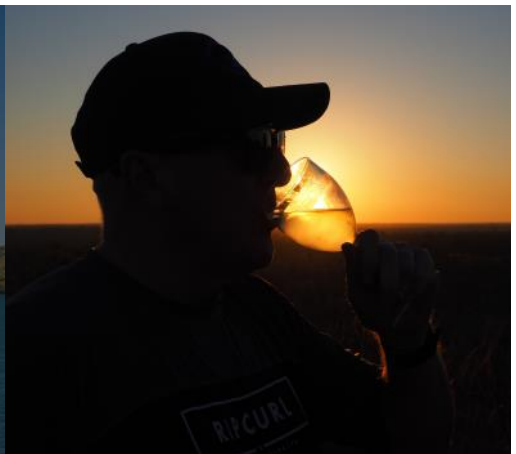
With the wind blowing briskly there was a fair bit of chop on the river and we prepared ourselves for a bumpy take-off. The take-off was just as exhilarating as the landing the day before. The weight of the Mallard helped to ride out most of the chop and after bouncing off the top of a couple of larger swells we were soon climbing away. Our flight on Day 3 would be just over an hour. In that time we would transit from Berkeley River to the Admiralty Gulf, diverting on the way to take in the King George River system and the spectacular twin King George Falls from relatively low level. With Dan making passes down each side of the falls, we all agreed it really was the best way to see this part of Australia.

Before long we were descending over a rocky headland for another beautiful water landing that would deliver us to what is one of the real gems of the world – Kimberley Coastal Camp. The camp is run by an eclectic couple - “Tubs” who is a knockabout larrikin bushman and his partner “Jules” who is a trained chef and former restaurateur. The tour itinerary said “there are few places in the world where you can enjoy fabulous scenery, gourmet food, unique beach front accommodation,

spectacular fishing and ancient rock art – all combined with unparalleled hospitality in a remote wilderness location”. We couldn’t have put it better ourselves. This is one place we will be coming back to and spending more time.

We were sharing the resort with another couple so the afternoon activities were quickly divided up. The couple would go fishing and catch us some fish for dinner. They said that we may not get Barramundi as they are out of season. We replied that we had seen a crocodile bucking the trend yesterday so we expected them to do the same. Being hopeless anglers but good drinkers, the Mallard mob opted to go crabbing, an activity that seems to simply involve throwing a basket into the water and drinking beer. Two huge barramundi and eight mud crabs later Jules had the makings of a sumptuous evening meal on her cutting board.

While Jules was busy in the kitchen, we settled in by the shores of the gulf to watch the sun go down. There may or may not have been champagne, wine, beer and canapes involved but the smart money is on the former.



After a comfortable night lying in bed watching the stars from our rustic camp huts, we rose to a hearty breakfast followed by a four-hour bushwalk taking in the aboriginal rock and cave art that lies close to the camp. Tubs, in true bushman fashion, conducted the whole bushwalk barefoot and shared some of the knowledge that he has amassed from living closely with the local people for many decades. It was a fascinating and sometimes poignant insight into tribal life and the afterlife from an indigenous perspective.

Despite never wanting to leave the camp the schedule dictated that we had to move on. We said goodbye to Jules, Tubs and the “tame” sharks that hang around the camp’s pontoon and headed out to the Mallard that was moored just offshore. Our destination today was a place called Kuri Bay, the main pearling base for the Paspaley Pearling Company. On the way we would take in the Prince Regent River system and the Mitchell Falls from the air.

Another perfect water landing delivered us to a late lunch and a relaxing afternoon swim. As the sun was beginning to set on Kuri Bay the band of intrepid adventurers hiked to the top of the hill behind the pearling camp where, much to our surprise, the catering staff had organised champagne, wine, beer and canapes. They must have heard that we were coming! Having completed our sunset ritual we returned to camp to freshen up to prepare for an alfresco dinner that would include a rare delicacy, pearl meat. Mark is not a fan of oysters so this was a dinner that he was approaching with some trepidation. He needn’t have worried as pearl meat is not even close to oyster meat. It is more like a cross between scallop and calamari. As opposed to a



normal oyster, where the whole animal is eaten, only the muscle from the pearl oyster is eaten. It is pure white, soft and sumptuous and can be eaten as sashimi or cooked. Mark’s favourite was the crumbed variety. He may suggest a pearl meat parmigiana for the next trip – a very flash pub meal!

Day 5 would see us take our last flight in the Mallard but there was a bit to get through beforehand. After breakfast the group boarded a boat to head out to see pearls being harvested in Kuri Bay. On board the harvest vessel we saw how the pearl oysters were seeded, maintained and harvested. Anna had a go at harvesting a pearl and came up with quite a good specimen. Sadly, her claim of “finders keepers” did not sway the pearling boat skipper and her treasure had to go in the basket with the rest of the pearls. We also saw the pearl meat being processed and got to eat pearl meat sashimi fresh from the oyster.

Kuri Bay



With the pearling tour over, a very glassy Kuri Bay awaited our flying boat. The mooring rope was untied and the run-up checks were completed as we potted our way around the bay. With the checks complete and everybody strapped in we lined up for our last fling in the Mallard. The take-off was incredibly smooth but a little longer than usual as the engines worked to break the hull away from the surface tension of the water. Our flight was one-and-a-half hours and took in Montgomery Reef, the Horizontal Waterfalls, Dampier Peninsular and Cape Leveque. It doesn't get any better than taking in some of the natural wonders of the world from the window of a 1940's flying boat. All too soon the undercarriage was coming down and we were on approach to Broome for our first airport landing in the Mallard. As we touched down Anna commented that from now on this is the only way that she wants to fly.

In the true spirit of the trip the group celebrated their adventure with a sunset gathering on Cable Beach that, in accordance with tour bylaw 7.6, included champagne, wine, beer and canapes. It was followed by a farewell dinner and a farewell breakfast the next day. It seems that after 4 days together on a flying boat we still enjoyed each other's company.



Horizontal Falls

Having survived putting up with seven aviation nuts on the guinea-pig trip we are hopeful that Dan, Taiki and Jenna will do this again in the dry season next year. They were a wonderful, thoroughly professional crew and did everything possible to cater to our needs during the trip. If you are looking for a fabulous way to combine antique aviation with a truly memorable holiday, we highly recommend that you give this a go.

If you are interested, the link to the tour website is

www.paspaleygroup.com/aviation/mallards

If you're interested in learning more about Mallards, our chief pilot on tour, Dan, has a YouTube channel called [thatmallardguy](#) that is well worth checking out.



RTO round up

by Lauree Skene-Gordon

The Redcliffe Aero Club (RTO No. 40971) continues to support our diploma students in these challenging and uncertain times with the COVID-19 pandemic dramatically affecting the aviation and education sectors.

2020 has seen our RTO team expand as we welcomed Hailey Pauley as a casual administration officer to assist with our compliance ASQA (Australian Skills Quality Authority) RTO, scope of registration, ASQA applications and our annual resource updates.

In August RTO Co-Ordinator / Trainer & Assessor Lauree Skene-Gordon, along with all members of the team, conducted our annual internal audit over a two week period. The audit focused not only on compliance of industry regulations and industry currency but on the students' training and learning experience, their continued professional development, learning outcomes and the employment opportunities they would have after becoming CASA licensed commercial pilots and diploma graduates.

All diploma students had the opportunity to participate in the audit, providing great insight into how the Redcliffe Aero Club team continues to work collaboratively with our students to maintain continual growth and develop strategies to ensure continuous

improvement. We use our internal audit findings to update our Continuous Improvement Register and Rectification Action Plan to maintain and enhance our ASQA compliance and student experience.

A large volume of training and assessment (TAE) units of competency has been introduced to the AVI50419 Diploma of Aviation (Flight Instructor) qualification. The RTO team consisting of Lauree, Taylah, Shawn and Hailey, in consultation with the flight instructors, has spent a considerable amount of time preparing for registration for AVI50419 Diploma of Aviation (Flight Instructor). Our intention is to submit an application to the Australian Government Department of Employment, Skills, Small and Family Business to have the qualification AVI50419 Diploma of Aviation (Flight Instructor) added to our scope of registration. We are currently in the process of preparing our training resources in support of the application.

Collaboratively Stephen, Mal and Lauree will bring all the team's efforts together and work towards submitting our scope of registration application in late 2020. With the aim to being approved in early 2021 with course intakes to follow thereafter.



Staff intro

Hailey Pauley



I joined The Redcliffe Aero Club at the end of February this year, as a casual employee completing a two-month contract doing data entry for the company. I came back at the beginning of August as a casual administration assistant in order to finalise documents leading up to our internal audit. Before working with the Club, I was a casual retail assistant at Bunnings Warehouse, which is where I worked while studying a Certificate III in Business Administration in 2018 and Certificate IV in Accounting and Bookkeeping in 2019.

I have found that while some of the tasks I receive can be challenging, it is also extremely rewarding as I continue to further my knowledge and learn new skills, both about the aviation industry and what it's like to work as a part of a Registered Training Organisation (RTO). I have gained more experience using

Microsoft Office applications, Excel, and PowerPoint in particular. I have most recently been completing work on our Time Management Plan, preparing multiple documents for our internal and external audits, and the Master Register spreadsheet. It has been a very lengthy process, but I have found it to be a fun challenge for me. I look forward to learning more about the Club and what it has to offer. Being able to work closely with the friendly staff and students has also been a bonus to coming back to work at the Redcliffe Aero Club.



Queen of the skies

by Mike Cahill



This year we witnessed the last flight of a Qantas Boeing 747 aircraft as it departed our skies with final destination being the eternal boneyard in the Mojave Desert, California, USA. Qantas was the only Australian airline operating B747s in recent years and have slowly been reducing their fleet of them. Although Qantas was not the only Australian airline to operate B747s they operated the most, including many variants of the model from the initial delivery of the 747-200 series in 1971, with several 747-300 series and a couple of 747SPs. The now defunct Ansett Airlines of Australia operated two B747-400 series and three B747-300 series.

Regardless of where your allegiance lies with either Boeing or Airbus, I think the 747 was christened the “Queen of the Skies” because of its elegance in flight. I don’t think any aircraft in that class comes anywhere close to it. The 747 has certainly lasted the test of time. It was originally designed as a freighter, with the unique ability of providing access through its nose to allow two containers to roll side by side into its huge fuselage. An initial plan by Boeing to build a supersonic passenger jet was shelved because of unacceptably high operating costs and instead the freighter became a passenger jet. The rest, as they say, is history.



The airliner that became known fondly as the “Jumbo Jet” was revolutionary, being the first wide body jet and powered by four massive engines. It was a design that changed the world of aviation forever. The unmistakable hump, created to allow the front loading of cargo, made it instantly recognizable, and the upper deck housed in the hump, initially used as a cocktail lounge for the rich and famous travelling in first class, was later stretched to accommodate more passengers.

Although the development was risky for Boeing at the time, its ultimate success meant that there was no real competition for Boeing for many years. The closest competitor was probably the Douglas DC10 and later the MD11 and the Lockheed L1011 Tristar. There weren't any European nor English manufacturers either so Boeing really had the wide body market to itself. Orders flew into Boeing, (pardon the pun), and eventually every major airline around the world flew a variant of the 747. The Airbus A340 was the only competing wide bodied

four engine aircraft until the Airbus A380 finally surpassed the all round size of the 747 in 2007. This was the first time the 747 had been surpassed since it first rolled off the production line in 1968, so it was not a bad record.

The 747 was manufactured in many variants. There were not only stretched versions, like the 200, 300 and 400 series but also special variants that became iconic. The Boeing VC-25 is a military version, operated by the United States Air Force as Air Force One while NASA modified two 747s to act as Space Shuttle Carrier Aircraft. There is also an increasing number of freighter versions as retired 747 passenger jets are converted to serve out the rest of their lives. The last version was the 747-8 built from 2005, that will continue in service for many years to come. Boeing manufactured 1558 of the 747s in all its variants and Qantas operated a total of 65 of them. Hopefully COVID won't cause the premature end of 747s in flight worldwide.

Clockwise from top left: VH-OEJ on approach to its final touchdown in the Mojave desert; Rolling through on RWY30 at Mojave to join, parked in the background, three other recently arrived Qantas 747s, and foreground, four Qantas 747s with the white kangaroo already painted over; VH-OEJ was previously painted in Wanala livery; The original Qantas 747 livery.





So, back to the last 747 to depart our shores for its final destination. Qantas made quite a deal out of the big farewell, with three joy flights available to the public out of Brisbane, Sydney and Canberra. The one hour flights flew passengers over some local sites like the Gold and Sunshine Coasts, with multiple passes of the inner city, before returning to the departure airport. For the lucky few it would certainly have been a flight to remember. A few weeks later VH-OEJ, the very last Qantas 747, made its final flight out of Sydney under the special flight number QF7474 for LAX and on to the Mojave Air and Space Port in the Californian desert. Someone obviously had some fun programming the GNSS beforehand, so that the autopilot could fly it via a somewhat unusual track as it headed out over the Pacific Ocean.

It's certainly sad to see so many beautiful aircraft lying dormant at the boneyard. It has been reported that General Electric has purchased the last five Qantas 747s but not a lot has been said about what they may do with the airframes. The aircraft at the boneyard often end up being Coke cans, which would be a sad conclusion to a life of flight.



Thanks for the memories Boeing and 747, the "Queen of the Skies".

Check out the final landing at Mojave via this link:

<https://www.facebook.com/samchuiphotos/videos/783295765745861>

Clockwise from top left: A final salute to VH-OEJ as she taxis in Sydney for departure; The final climb out from Sydney's Kingsford Smith Airport; Parking at Mohave; The SP (special purpose) model bought for use on short runways like Wellington NZ and cause of the dispute that shut down trans Tasman air travel for weeks in early 1981; On departure from Sydney VH-OEJ did a fly past over the HARS Aviation Museum at Wollongong then traced out a kangaroo shaped flightpath over the Pacific before heading for LAX.





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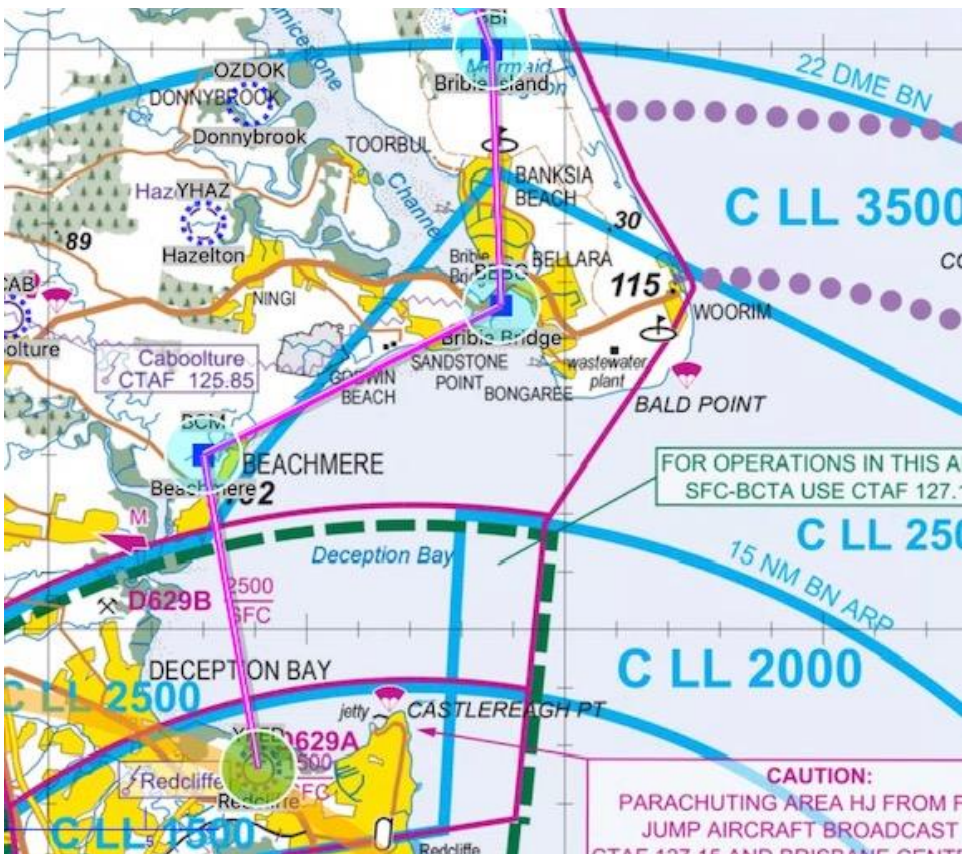
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Caution: controlled airspace changes!

by Philip Arthur

Not all has been quiet during the COVID winter. New runways have opened at both Brisbane and Sunshine Coast airports and there have been a few significant changes to the controlled air space near our home base of Redcliffe as a result. There is a chance to be caught out by these if we haven't updated our maps or looked at them closely before heading off on our favourite flights to Bribie or to the west of the Sunshine Coast over country that we're so familiar with. Here's a quick reminder of the changes just in case you're not fully aware of the seemingly minor but important changes.

First, the new Brisbane runway is to the north of the existing one, so some of the controlled airspace has been stretched to the north as a result. The 2500ft step has been extended so that it juts out to the north of the Bribie Bridge. If we're flying from Beachmere over to the Bribie Bridge and then heading north, we must stay at 2500ft or below until we're north of the golf course at Banksia Beach, otherwise we'll be busting into controlled airspace. Similarly, if we're flying over to Moreton Island we can't start climbing above 2500ft until we're over water east of Woorim.

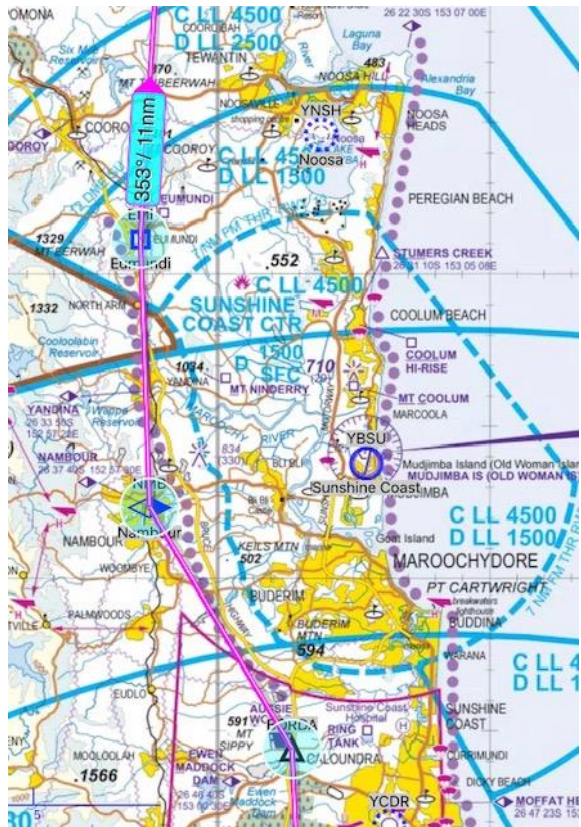


The second location that we may be caught out is if we fly up the VFR corridor to the west of the Sunshine Coast CTR. As regular users of this corridor we may be used to just keeping to the west of the Bruce Highway to stay clear. In the past, if we did, we remained in Class G airspace all the way up to 8500ft. With the new 13/31 runway at YBSU however, the situation has changed dramatically. There are now a number of controlled airspace steps on the runway approach path, that stretch out to the northwest of the airport. If we're not careful we can easily bust into controlled airspace. There's one corner of it with a D Class lower limit of 1500ft that juts out to the west of Eumundi (see below). Fly through there at anything above 1500ft and we may well receive an unwanted call from ATC.

"VFR aircraft over Eumundi at 2300ft, you have entered controlled airspace without a clearance."

Now that really would spoil our Sunday afternoon, wouldn't it?

Maps by OzRunways.



Gympie for breakfast

by Philip Arthur



Sunday 1st March dawned with a clear blue sky and a forecast of fine weather all day with no sign of the thunderstorms that had plagued the recent days and weeks. Graham Pukallus had sent a note around on Facebook a couple of days before that the Gympie Aero Club was holding its monthly breakfast and Gympie was one place I'd flown over many times but never landed at. I had to go so rang a friend who leapt at the opportunity to join me. Brad is a keen armchair aviator who is currently installing a state of the art flight simulator in his office and he loved the idea of going along for a ride

and enjoying a hearty breakfast with a group of aviators.

We were at the hangar at 7:15 and by 8am VH-MSF was rolling on RWY25 and departing to the north west for the 20 minute flight to Gympie. After all the recent rains the emerald green carpet that is the Sunshine Coast hinterland rolled on and on below us. It was a truly magnificent sight especially after the crippling drought and fires of the preceding months.





By 8:20 we were descending into Gympie and listening out for other traffic in the circuit. Brad kept his eyes open and fixed on a Foxbat that was on base as we joined downwind for RWY14. I extended downwind while we watched the Foxbat drift slowly towards the threshold. He was down! We turned base and then final, noticing that he wasn't rolling particularly quickly to the taxiway at the far end of the runway. On short final it was clear that he wouldn't reach the taxiway soon enough. So, it was time to practise a go around! It was a lovely morning though and we had plenty of time, so why not complete another circuit?

The next time on final there was no one on the runway and we landed and taxied to join the dozen or so other aircraft that had already arrived. We paid our \$15 each and got stuck into the "full English brexfast" - and the EU one as well! There were eggs and bacon, sausages, mushrooms, hash browns, ham and cheese croissants, Danish pastries and of course tea and coffee.

We discovered that along with the locals there were people from Toowoomba and one couple who'd just

bought a block of land at the Cumulus Airpark, located right next to the runway. Former dairy farmer Ray Gresham is converting the family farm into an airpark, with blocks with direct access onto the runway ranging in size from 1500 to 3000 square metres. He was happy to take us on a tour of the site, where three houses are already built and occupied.

By 10am it was time to bid our goodbyes and head home. We climbed up and over the top of the aerodrome and tracked via Noosa and the Sunshine Coast back to Redcliffe. It really was a beautiful day for a flight.

The Gympie aero club is a very friendly and welcoming group and the club facilities are a credit to them. The 1400m sealed runway and the rolling hills that surround it make it a very attractive destination. I'll definitely go again and recommend it as a future Club flyway.

Thanks to Graham Pukallus for some of the photos.





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